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LIBRARY
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"HONGKONG TELEGRAPH"
FREE.

The Hongkong Telegraph.

ESTABLISHED 1881.

\$1,000 THOUSAND DOLLARS
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.

SEE BELOW.

NEW SERIES No. 180 日六月九日一十二月光

SATURDAY, NOVEMBER 2, 1895.

六月九日 號二月一十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq., Chow Tung Shang, Esq.,
H. Stoltefot, Esq., Kwan Ho Chuen, Esq.,
Chan Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL \$1,000,000

SUBSCRIBED \$1,000,000

PAID-UP \$625,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT

ACCOUNTS at the Rate of 2 per cent.

per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—

For 12 months 4 per cent.

" 6 " 38 "

" 3 " 38 "

DEPOSITS RENEWED ON OLD TERMS.

JOHN THORNBURG,
Manager, Hongkong.

Hongkong, 2nd August, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$300,000

RESERVE LIABILITY OF SHARE-

HOLDERS \$300,000

RESERVE FUND \$345,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent.

per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 38 "

" 3 " 38 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

J. Kramer, Esq., Chairman.

A. M. McCambridge, Esq., Deputy Chairman.

H. J. Bell-Irving, S. C. Michaelson, Esq.

G. B. Dodwell, Esq., D. R. Swanson, Esq.

M. D. Erickson, Esq., N. A. Sieba, Esq.

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CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—H. M. BEVIL, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months 38 per cent. per Annum.

For 6 months 38 per cent. per Annum.

For 12 months 4 per cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 24th September, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

GOVERNMENT NOTIFICATION
No. 429.

NOTICE is hereby given that on

THURSDAY, the 7th November, at

3 P.M., the privilege of FARMING the

GRANITE QUARRIES in the Island of Hong

kong during the year 1896, as also a like

MONOPOLY for KOWLOON will be put up

to PUBLIC AUCTION at the Government

Offices.

1.—The Monopoly in each case will begin on

the 1st January, 1896, and terminate on the 31st

December, 1896.

2.—The highest bidder above the upset price

will be recommended to His Excellency the

Governor as the purchaser; but His Excellency

reserves the right of not accepting the highest bid.

If any dispute arises in regard to any bid,

the Monopoly may be put up again at a former bidding.

3.—No person shall at any bidding advance

less than \$50.

4.—Immediately after the fall of the hammer

the highest bidder shall sign a Memorandum of

Agreement for completing the purchase according

to these conditions, and shall thereafter

be entitled to the security of two householders

approved by the Government, to the amount of

one-twelfth of the total annual premium, for the

duration of the Contract, if approved by

His Excellency the Governor.

5.—The Monthly Premium shall be paid into the

Colonial Treasury in advance upon the first

day of each Month.

6.—Persons desirous of bidding at either of

the two Auctions are directed to call at the

DIRECTOR OF PUBLIC WORKS OFFICES where

further particulars may be obtained.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Hongkong, 10th October, 1895.

Informations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
88, Queen's Road Central.
Sole Eastern Agents for SPENCER GRAY ARMoured HOSE.
THE NEW WIRE WOVEN ROOFING CO.
THE ALUMINUM & GENERAL FOUNDRY CO.

SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE, PACKING (Tuck Form), SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.

Hongkong, 29th September, 1895.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.
A. B. C. Code.
No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.
TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.
For further Particulars apply to THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

KELLY & WALSH, LTD.
A LARGE and VARIED ASSORTMENT OF JAPANESE CARDS, CHINESE RICE-PAPER CARDS, ALL THE NEWEST DESIGNS FROM HOME.

KELLY & WALSH, LIMITED.

Hongkong, 1st November, 1895.

ON THE H.M. HOTEL ARE RESPECTFULLY INFORMED THAT:

HILLIARD HAMPTON WILL SHORTLY COMMENCE TRADE.

FIRST PRIZE—A GOLD WATCH.

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To-day's Advertisements.

NOTICE.

THE ANNUAL Sittings of HER MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the MAGISTRACY, on THURSDAY, the 14th day of November, A.D. 1895, at 2.30 o'clock in the afternoon, for the purpose of considering the Undue-Held Applications for SPIRIT LICENSES for the Year 1895-1896.

Name of Applicant.	Whether before licensed.	Description of licence.	Sign of House.	Situation of House.
Invchin Gome,	Yes.	Publican's licence.	The Man at the Wheel Hotel;	No. 306, Queen's Road Central.
I. P. Madar,	"	"	The New Victoria Hotel;	No. 9, Queen's Road Central.
A. Bejanjee,	"	"	The Peak Hotel;	Rural Building Lot 77, Peak.
L. M. Lobo,	"	"	The Kowloon Hotel;	No. 242 and 244, Queen's Road Central.
Lock Goon,	"	"	The Grand Hotel;	No. 38 & 39 Praya East.
Wm. Helfer,	"	"	The Praya East Hotel;	No. 1, Jubilee Street.
M. Steinberg,	"	"	The Colonial Hotel;	No. 184, Queen's Road Central.
F. Silberman,	"	"	The Globs Hotel;	No. 334, Queen's Road Central.
G. Neubrann,	"	"	The Land we live in Hotel;	No. 21 and 13, Victoria Street.
E. Esther Oliver,	"	"	The Travellers' Hotel;	No. 100, Queen's Road Central.
W. Krater,	"	"	The Rose, Shamrock and Thistle Hotel;	No. 21 and 23, Pottinger Street.
Anne Young,	Adjunct licence.	"	The Criterion Restaurant;	No. 90 & 92 Queen's Road West.
Elizabeth Goldberg,	"	Publican's licence.	The Western Hotel;	No. 268, Queen's Road Central.
C. F. W. Peterson,	"	"	The German Tavern;	No. 2, Queen's Road Central.
J. W. Osborne,	"	Adjunct licence.	The Bay View Hotel;	No. 27 & 29, Queen's Road Central.
R. C. Hurley,	"	"	The Grill Room;	No. 13, Queen's Road Central.
P. Bobm,	"	Publican's licence.	The Windsor Hotel;	Mount Austin Hotel, Victoria Peak.
Elizabeth Humphrey,	"	"	The Hongkong Hotel;	Nos. 28 & 30, Queen's Road Central.
A. F. Fosca,	"	"	The Stag Hotel;	Nos. 148 and 150, Queen's Road Central.
H. C. Sherman,	"	"	The Sailors' Home;	Praya West.
A. Mair,	"	"		

Magistracy, Hongkong, 30th October, 1895.

HONGKONG PHILHARMONIC SOCIETY.

THE FIRST CONCERT will be given at the CITY HALL, ON SATURDAY, 23rd November, 1895, AT 9.15 P.M. Hongkong, and November, 1895. 1514

BOA VISTA HOTEL, MACAO.

THE Finest and most Healthy situation in MACAO. Large and airy BED-ROOMS; Public and Private DINING-ROOMS; Good Table; Unlimited Ozone. For terms, &c., apply to THE MANAGER.

Telegraphic Address:—"BOAVISTA," Macao. Hongkong, 1st November, 1895. 1512

DENTISTRY.

M. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 55, Queen's Road Central. Hongkong, and November, 1895. 1513

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

T "KASHING," Captain Hopkins, will be despatched on MONDAY, the 4th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd November, 1895. 1501

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Davis, will be despatched for the above Ports on THURSDAY, the 5th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 2nd November, 1895. 1510

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG," Captain G. Payne, will be despatched as above on THURSDAY, the 7th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 2nd November, 1895. 1511

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRALIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, RIUME, AND TRIESTE. (Taking cargo at through rates to CALCUTTA, MADRAS, PERNAMB GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH, and CAPE TOWN.)

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain G. de Giogono, will be despatched as above on FRIDAY, the 8th instant. Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents. Hongkong, 2nd November, 1895. 1507

Intimations.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each..... \$1.75.
" " " 18 lbs. "..... \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841.

Hongkong, 12th August, 1895.

NOTES AND COMMENTS.

It is stated in a recent issue of *Indian Engineering* that "the railway survey party under the direction of Mr. Way, Engineer-in-Chief, accompanied by an officer of the Intelligence Department and a small military escort will leave Rangoon early. This party will examine the Hukong Valley route to Upper Assam." At last, there is nothing very new in this.

As far back as 1829 Lord William Bentinck, and in 1836 Lord Auckland, interested themselves in the question of opening communication with the Shan States and South-west China. In 1861, too, Sir Arthur Phayre, the first Chief Commissioner of Burma, recommended the sanction of a survey to Klang Hung, and in 1866 Lord Salisbury, then Viscount Cranborne, acknowledging the great importance of the question, sanctioned a railway survey to China of what was practically the route which Mr. Holt Hallet and Mr. Colquhoun vigorously advocated in an address delivered before the London Chamber of Commerce in November, 1887. On that occasion Mr. Hugh Matheson, speaking for the London Chamber, said:—

We all recognise the imperative necessity for Great Britain, not only to conserve and improve her commercial relations with foreign countries, but also to take advantage of every new opening, and in so far as that we obtain our full share of the trade of new districts. Within comparatively recent periods British merchants have been called upon to face an amount of serious competition. In the East formerly unknown, and it cannot be denied that the establishment of the French in Tonquin and the favourable conditions obtained by them from the Government of China for entrance into the South-western portion of that vast Empire are deserving of our careful attention.

And yet, notwithstanding the fact that Mr. Needham, a Political Officer of the Indian Government, and party, surveyed from Assam valley over the Patoh mountains into the basin of the Irrawaddy in 1889, and there had been for many years repeated efforts to induce the Imperial authorities to take definite action in respect to railway communication from India, through Burma, to south-west China, yet it is only in this year of grace that anything of a fairly business-like nature is being done to tap the vast trade of the populous south-western provinces of China, and this, it be noted, long after the French have definitely secured very important trading concessions in the region in question, and Russia has accomplished afeat in diplomatic negotiations which places in her hands, and completely at her mercy, the major portion of the trade of northern and north-eastern China, and probably of Korea as well.

Another example of the indiscreet and short-sighted blundering and apparent incapacity of the British Government is to be found in the agitation which has been going on for years with a view to having the West River opened to foreign trade. Everything the local Chamber of Commerce could do in the matter it has done and yet the West River is as firmly closed against the "Western barbarian" to-day as ever it was, and this, too, although on the 1st May, 1893, Herr von Brandt, in the course of an interview with the Hongkong Chamber of Commerce, urged the Chamber to "agitate for the opening of the Two Kwang provinces, and through them of Yunnan, to foreign trade and navigation," and at the same time added, "the Chamber" in so doing, "would be undertaking a work which has good prospects of success, especially as representations on this subject might not be unfavourably received by the high Chinese authorities at Peking, or by the higher provincial authorities." The Chamber, if our memory serves us correctly, acted on the late German Minister's advice, and yet nothing has been done. Why? It is because, to quote Sir Nicholas O'Conor's words (in an interview with the local Chamber on the 2nd November, 1893), it was advisable to "unite the interests of the powerful Empire of China with those of the United Kingdom," or, which is more likely, was it owing to "divergencies of action or opinion attributable to the fact that the general interests of the Empire have to prevail at times over local opinions, rather than that he had other desires at heart than those which tend to cement the good relations between Her Majesty's Government and the Imperial Government of China" and

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

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THE AMERICAN CONSULAR SERVICE.

For several years past the leading American commercial papers have been publishing forcible articles exposing the drawbacks to the development of the foreign trade of the United States under the present system of Consular appointments, and making suggestions for such a reform of the Consular Service as would put the citizens of the Republic on a footing of equality with the producers of European countries in their endeavour to secure their just portion of the trade of the world. It has been pointed out time and again that under the "spoils system", by which Consular posts were regarded as the just rewards for successful efforts put forth on behalf of politicians, the class of men appointed to represent the Government abroad has not been what it should be. While many of the Consuls placed in important positions have proved eminently successful and have risen to the occasion when there has been need for prompt action, the vast majority of American consuls in the past have been men of doubtful ability, and, as a consequence, the holders of these positions, far from being respected as are there *confrères* of other nations, have in many cases been treated not with the respect and courtesy properly belonging to their office, but as they were found to deserve mentally and socially. In the Far East, where the Consuls have, in addition to their proper Consular functions, to exercise judicial and administrative powers under the extra-territorial clauses of the treaties with the Governments to which they are accredited, incompetency has in too many cases, as is known to every foreign resident in these out-of-the-way places, been very evident. The cases in which "ward politicians", which in America is certainly not the highest social or even political rank in the Commonwealth, have been pitched into the office which *ex officio* gave them the premier place in an Eastern community, to the disgust of the better classes of American citizens, who looked to them for moral support in their endeavours to improve their commercial status, as well as the scandal of the holders of equal rank from other Governments, who were compelled to meet on an official equality persons with whom privately they would hold no intercourse, have been numerous. Nor has this been the worst feature of the system. The trade of Great Britain, France and Germany, fostered by an able Consular Corps, has been increasing in all parts of the world with leaps and bounds. The consular body of these countries has been composed in every case of men of education to commerce, who have had to serve years of apprenticeship and have had to make a study, checked and proved by numerous examinations, of the commercial as well as moral conditions of the countries to which they are to be accredited, before reaching the summit of their profession. And to compensate these men for the efforts needed to attain these positions they have been made attractive. The salaries and positions have been made commensurate with the efforts necessary to attain them, and the positions are permanent during good behaviour, with ample pensions to be acquired after a life-time spent in the service. These inducements have led to the services being filled with conscientious, able men who have, metaphorically speaking, returned to their national 100 cents for every dollar invested in them, and oftentimes a good deal more.

The time is not yet ripe in the United States for the inauguration of such a system. Even such a staunch journal as the New York *Maritime Register*, which has for years been devoting columns upon columns to the subject, in an editorial lately published advanced the proposition that instead of supplying the Consuls from the body of politicians, as is now done, they should be selected from amongst the large body of successful commercial men who have had special training which will enable them to push the trade of the nation abroad. While there can be no doubt that Consuls selected from this class would in more cases than under the present system prove useful men, still this change scarcely seems to reach the root of the evil. The Consular service would be no inducement to the larger and more successful men to leave their counting-houses, while *ne'er-do-wells* are not likely to improve matters.

Among the many branches of the Government Service to which President Cleveland has given much attention this subject must be, apparently, classed, judging by the following extract from the *Philadelphia Inquirer* of the 24th Sept., which reads as follows:—

The President, by an executive order issued to-day, but dated Sept., has extended the civil service system, in a modified form, to all Consular officers whose compensation is to be fixed at from \$1,000 to \$1,500. This will affect about one-half the total number of Consular officers who receive more than \$1,000.

This change has been called by revising in substance an old order of 1871, which provided that the compensation of Consular officers should be fixed at from \$1,000 to \$1,500.

It is to be carried out, and especially if the non-competitive examination clause be struck out, it will effect a great part of the reforms needed, although it does not go far enough.

If, instead of placing only the lower consular officers under the Civil Service regulations, the entire service had been so dealt with, the basis would have been laid for a thoroughly good consular body in the course of a few years.

The great need of reform is not so much in the ranks of the lower officials whose power for either good or evil is not great, but in the higher grades, where, while the good done by an able man is merely what is expected, the harm done by an uneducated, easily prejudiced, or feeble man is incalculable. Can not the American journals which have been giving attention to the subject pick up this line of argument and, while according all due praise to the recent action of President Cleveland, endeavour to impress upon him that his political advisers the very great and urgent need that exists for extending it to the very highest positions, in that branch of the executive which, by its very nature, comes most prominently before the foreign peoples with whom diplomatic relations are maintained, and which has probably done more in the past to throw discredit upon the republican form of government, and upon American institutions in general, than any at anything we can think of? It is worth consideration.

NEWS IN BRIEF.

SHANGHAI AND NORTH CHINA.

From Shanghai files to the 24th ultimo, we take the following:—

There was only one sailing vessel, the 4-masted schooner *W. H. Talbot*, in Shanghai on the 27th.

By an Imperial decree of the 25th ultimo Tsin Yen-pao, Treasurer of Yunnan, was degraded for deposition and favouritism.

The Viceroy of Chihli has lately been instructing his subordinates in the various district cities that "in the future natives selling land to Pomer Cabilli missionaries shall be excused from reporting first to the local authorities for permission, but shall be allowed to sell land in the ordinary way in order to prevent obstruction and disturbances by interested parties eager for blackmail, etc. Furthermore, bills of sale shall simply contain the name of the mission of the purchasers, and shall not contain the name of the individual who buys the land, as had been the practice before."

By a decree of the 20th instant Ch'u Cheng-po, the Censor who recommended the encouraging of practical sciences amongst the middle classes of the country by opening to them the free establishment of shipbuilding and dock-yards, gun and small arms foundries, etc., has been promoted to be supervising Censor and Keeper of the Seals of the Board of Rites. Ch'u Cheng-po is one of the youngest Censors in the service, and his promotion is a rare distinction.

The *Shensi* reports that a party of high Koreans has arrived in Peking, the reason for whose arrival is not given. The paper comments upon the fact that no official reception was given them, as would have been the case in former times.

On the night of the 18th ult., a gang of robbers took possession of the main street of Kiangyin, robbing a bank of \$200, and carrying off much valuable merchandise. They are believed to have been Cantonese soldiers from the forts across the river.

There are now 5,000 soldiers stationed at Kiangyin, which has been thoroughly fortified. Some foreigners are engaged in drilling these braves in the ways of foreign troops.

SIAM.

From files of Bangkok journals dated to the 23d ult., we take the following items:—

Complaints are ripe in town of letters stolen by po'men. The authorities are said to be investigating the matter.

Mad dogs are said to be prowling in the streets of Bangkok. One of them entered the kitchen of a resident on the New Road lately and was shot dead by its owner.

The Sultan of Kedah, on the 12th ult., paid an official visit to the Hon. the Resident Councillor at the Penang Public Offices. Mr. Trotter returned the visit in the afternoon at His Highness's residence in Northam Road.

The steamer *Siam*, Capt. Mitchell, and *Borneo*, Capt. Smith, have returned to the Bangkok run after nearly eight months' absence.

A military man, Captain J. G. Becker, has, according to the *Bangkok Times*, been engaged for Siam.

The horrible Effiavium from a dead pony, lying at the adjoining vacant land rendered the premises of the United Club almost untenable on the 27th. What must it have been, therefore, for the residents of the neighbourhood, European and otherwise? Sure-ly, says the *Free Press*, the Bangkok Police might prevent open spaces being thus turned into breeding grounds for disease!

The Bangkok *Transways*, on the 27th, had a race of breakdowns which must have greatly decreased the day's earnings. About 10.30 a.m. a car went off the rails at Talaat Not bridge, utterly deranging same along the whole line for a considerable time; and shortly before noon every car came to a standstill, apparently through the stoppage of the electric current. Traffic was only resumed after one o'clock, and almost immediately another car left the rails at See Rab Soi Ten Chai.

The paddy cultivators from the district of Samoe complain of the presence of gangs of freebooters, who rob the poor cultivators and snap their fingers at the Governor, who pays no attention to the complaints of the farmer.

The double-decked passenger launch *Blitzkrieg* headed over in the river at Bangkok on the morning of the 21st, and again, some ten hours, including several bales being lost. The boat was terribly overcrowded, and had just taken on more passengers in spite of the protests of those on board, when the mishap occurred.

On the 27th last, Capt. Wotton, of the steamer *Pava Nang*, heard a splash near his cabin and on going on deck found a basket buoy, to which a line was attached. On hauling up this line 200 fms. of opium were found to have been thrown overboard, the evident intention being to throw over the buoy on the steamer's leaving to cross the bar, when the opium would be picked up by accomplices of the smugglers on shore. The opium was handed over to the Opium Farmer.

The *Makut Raja* returned to Bangkok on the 20th, bringing the five survivors of the six rebels who had been captured by the Siamese marines. They were all secured at Palo Kwai, near Kelantan. The names are Mad Lala, Te Barahus, Awangnoon, Yoo Loo and Sri Mat. These had all delivered themselves up to their pursuers, but Mad Lala was not captured so easily. He made a fight for freedom, in which he got decidedly the worse of the encounter, and was eventually secured and placed on board a gunboat, but only to die the same night. Tab Kaya has not yet been arrested. It may be, as the captives say, that he died before the arrival of the expedition, but in any event he is too old and infirm to give any cause for alarm in future.

CRICKET.

The match "Over 30" v. "Under 30" played this afternoon, resulted in an easy victory for the latter. The scores are given below:—

UNDER 30.

G. Fisher, R. E. H. Gillingham, 12
G. D. Gossard, H. K. Gossard, 12
W. W. Christian, J. Mairland, 12
E. Thorpe, R. N. F. Eccles, 12
J. C. Jackson, J. C. Jackson, 12
J. R. Gillham, a. Smith, 12
A. E. Anton, not out, 12
J. A. Lovell, J. Anderson, 12
G. L. J. Ivey, R. B. (did not bat), 12
S. L. Parry (did not bat), 12
C. W. Knott (did not bat), 12
Score, 120.

Total, 120.

OVER 30.

Capt. Fisher, R. E. H. Gillingham, 12
A. E. Anton, J. C. Jackson, 12
E. Mass, c. & b. Fisher, 12
C. W. Christian, J. Mairland, 12
G. D. Gossard, H. K. Gossard, 12
A. Anderson, a. Smith, 12
T. E. Fisher, R. B. (did not bat), 12
C. I. Ingham, a. Smith, 12
John Atkin & J. Palmer, 12
D. G. Brown, R. Gillingham, 12

Score, 120.

THE KUCHENG MASSACRE.

PROCEEDINGS OF THE COMMISSION.

Foochow, October 26th.

Mr. Mansfield and the Rev. W. Banister reached Kucheng on Friday afternoon, the 18th instant. The following day a Court was held, and some of the prisoners were released. During the absence of Mr. Mansfield and Mr. Banister two prisoners had been tried who were found to have been at Wu Sang. On Monday morning, the 21st, the 14 condemned prisoners were executed—in part, the result of the interview Mr. Mansfield had with the Viceroy on the 12th inst., which, as stated last week, was understood to be perfectly satisfactory as far as promises went. Whether His Excellency will stand by all he has undertaken would seem, judging from late changes, to depend on the number of warships in port.

Returning to the subject of the executions, the most retentive will not be sorry to know that they were carried out in a better manner than those that took place on the 17th of last month. There were 3 executioners and the work was done quickly.

Mr. Mansfield had all the assistance he could get, and was rewarded but, for his assistance, would have been drowned within a hundred yards of a great and populous city. All were laid in their places of Captain Visalas. In drawing this harrowing scene to a close the gallant captain of the *Karastegut* must not be forgotten. He saw to the embarkation of every man, and was last on the ship. At the ghat the hull burst he jumped into the sea, and disappeared in the suction that drew under the ship's boats and crew.—*Frisko Call.*

ship drew everything near by, including the boat containing the Admiral, who, with all the crew, was lost. Scenes at such moments are simply indescribable. The surface of the water was studded with heads struggling in the waves sweeping in from the Atlantic.

The air was filled with shrieks, prayers and cries—fearful, heartrending cries—some shouting farewell to mothers, wives and children. This solemn and dreadful scene was made simply awful by the appearance of many sharks. The harbors and coast of China are noted for the man-eating sharks.

Some of the unfortunate men were seized by the legs and drawn under, while others sank beneath the waves. While this fearful scene was being enacted the brave and gallant captain of the *Moors*, Jose de Vinolas, had lowered all of his boats, and forty-five officers and men were rescued but, for his assistance, would have been drowned within a hundred yards of a great and populous city. All were laid in their places of Captain Visalas. In drawing this harrowing scene to a close the gallant captain of the *Karastegut* must not be forgotten. He saw to the embarkation of every man, and was last on the ship. At the ghat the hull burst he jumped into the sea, and disappeared in the suction that drew under the ship's boats and crew.—*Frisko Call.*

A MAORI RACE MEETING.

SOMETHING UNIQUE IN PROGRAMMES.

Every Maori, man and woman, boy and girl, has one common ambition, and that is to own a horse—a fine-footed one, if preference. Considering the variability of these people for horses, it is remarkable how badly they treat them, but cruelly they ride them, and how indifferently they feed them. The average Maori's notion of a horse's powers of endurance is pretty much akin to what Stephenson claimed for the steam-engine. Eighty miles a day is by no means an excessive journey for a Maori to accomplish on a "scrubby" pony, with only as much feed as it may pick up by the way, and as much water as it cares to drink at every hole it passes. A horse generally made to gallop as much of the way as it can, or, at any rate, until it threatens to drop from sheer exhaustion.

The Maori women are even more severe on their horses than the men. I have seen as many as three women and two children on the one animal, all sitting astride, the whole number armed with sticks; with which they tried in vain to make the poor beast gallop. A tribe, or *hapu*, travelling from one district to another on horseback relieves the monotony of the journey by racing each other from point to point—from public house to public house.

No well-bred Maori horse will pass a public house until the rider dismounts and has a drink, or pretends to, which is the same thing to the horse.

Maori race meetings have of late years been held regularly in the Auckland province, and some of the gatherings have been very successful, the racing being good and the crowds large. The public house, generally speaking, a good run for their money, the horses being ridden from the fall of the flag to the waving post.

I was present at one of these gatherings about a decade back, in the Hot Lake district. Here is an interpretation of the programme as far as I can recollect it:—

COME! COME! COME!

NOTICE TO ALL.

This notice is to all friends in the East, in the West, in the North, or the South.

OH, FRIENDS, LISTEN!

Horse Races will be Held at OKOROKOHE.

These races will be run under the patronage of the King of the Maori People.

STEWARDS OF THE RACES,
Chairman—Te Wharewa and his friends.
Judge—Te Tahana and his wife.
Starer—Te Marai and his friends.
Clerks of the Course—Te Wanahine Te Amaro.
Clerk of Scales—Te Kumanomo.
Handicapper—Te Mana and his wife.
Treasurer—The Rev. Horo Wihana.
Secretary—Mrs. Harata.

RULES OF THESE RACES.

1. Men owning horses and wishing to enter them must deposit money in the hands of the secretary.

2. Don't bring any drink to these races.

3. Men who have taken much drink will not be allowed on this course. If any man does this rule he will bring the whip of the club down on these races.

4. No girls will be allowed to ride as jockeys.

5. Jockeys must wear trousers in all events.

6. No jockey must knock any other jockey off his horse, or touch the reins of any other jockey; or strike any other jockey with his whip during a race.

7. Any jockey breaking these rules will be driven from the course if he do not pay 20s. to the treasurer.

8. You must not change the name of the horse.

9. You must not suppose the fact of a win at any other race meeting. You can be expelled, or fined not more than 10s., if you break this rule.

10. Persons allowed to see these races must not say rude words to the stewards or swear at jockeys who do not win, or otherwise behave improperly.

(Signed) PARTE TE RERA TUKA.

20th February, the 20th year of the King.

Greetings!

Notwithstanding the precautions taken to keep the proceedings orderly and the people sober, the gathering was as extremely lively as the *Hurdle Race*, which opened the programme, there were seven starters, only one of which got round the course. The riders of the six other horses all led protests, several of which were upheld, whereupon the owner of the winner insisted upon fighting the judge, who swore he would "shoot him like a dog" if he did not behave himself. In the second race, half the spectators followed the field round on horseback to see that there was no "foul" or "rushing inside the posts"—a proceeding which led to a great deal of confusion, especially as the judge was away having lunch when the field came in a cloud of dust, amidst a whistling of protest. When the dust of a dispute arose between two backers as to the paying over of a fire-shilling wage, when the master was promptly settled by one of the parties plucking the blade of a knife from the heart of the other, whereupon the members of one tribe fell upon the members of another, and a fight ensued which promised to give the appearance of a battle-field, had a party of police not come on the scene opportunity and prevented further bloodshed.

The ship was sinking under them into the deep waters of El Morro. Almost by force the Admiral was placed in a boat. Lieutenant Garcia Junco still remained on board, when a general cry went up that the ship was sinking. The third boat, containing the Admiral was still alongside, when an effort was made to clear her. When but a few yards away the gallant ship gave a final lurch and disappeared amid a sea of foam. The captain escaped by the taking of a large p

LEGAL INTELLIGENCE.

Intimations.

Share Lists will close at Noon on the Fifteenth day of November, 1895.

SHANGHAI, 21st October, 1895.
THE SOY CHEE COTTON SPINNING COMPANY, LIMITED.

To be registered under the provisions of the German Law relating to Companies, the liability of members to be limited to the amount of their Shares.

CAPITAL 1,000,000 TAELS.

Divided into 8,000 Shares of Tls. 500 each, (with power to increase the Capital.) 1,400 Shares have been applied for and will be allotted, and the remaining 600 Shares are now offered for subscription.

TERMS:

50 Taels to be paid on application.
100 Taels " " allotment.
100 Taels " " 1st March, 1896.
100 Taels " " 1st June, 1896.
100 Taels " " 31st August, 1896.

Provisional Directors:

Mr. PH. ARNHOLD (Messrs. ARNHOLD, KARBERG & Co.)

Mr. G. GALLIF (Messrs. S. C. FARNHAM & Co., LIMITED.)

Mr. A. WASSERFALL (Messrs. SIEMSEN & Co.)

Mr. WOO SAW CHIN, 吴少卿

Mr. SUN CHUNG YING, 孙仲英

General Managers:

Messrs. ARNHOLD, KARBERG & Co.
Bankers:

HONGKONG AND SHANGHAI BANKING CORPORATION.

Legal Advisors:

Messrs. JOHNSON, TOKES & MASTER.

THIS COMPANY will carry on the business of COTTON SPINNING in all its branches; weaving will also be carried on if the Directors consider it desirable. It is proposed to establish a Mill in Shanghai of not less than 4000 Spindles.

The Mill will be built in the neighbourhood of the Vangore-Poo Road, a suitable site having been already secured at a moderate price.

The building and mill will be on the most approved designs and will be provided with the most modern machinery and appliances suitable to the climate and Chinese mill hands.

The management and the directors will be in the hands of the General Managers subject to the supervision of a Board of Directors.

It is expected that within twelve months the mill will be completed and in full working order.

Further information with regard to the estimated cost of working, profits, etc., can be obtained at the Office of the General Managers.

Applications for Shares should be made on the accompanying form and forwarded to the HONGKONG AND SHANGHAI BANKING CORPORATION, together with the amount payable on application.

If the number of Shares applied for by any applicant be not allotted the surplus of the amount paid on deposit will be appropriated towards the sum due from such applicant on allotment.

If no allotment is made the Deposit will be returned in full.

Prospectuses and forms for application for Shares can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, or at any of their branches in China or at the Office of Messrs. ARNHOLD, KARBERG & Co. or at any of their branches.

EMPLOYMENT WANTED FOR GOOD COOKS.

SEVERAL GOOD COOKS on the Registry, at the HONGKONG BUTCHERY, Central Market, Hongkong, 31st October, 1895. 1498

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Steamship

"NANCHANG," Captain Finlayson, will be despatched on WEDNESDAY, the 6th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st November, 1895. 1507

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship

"SHANTUNG," Captain Vaughan, will be despatched on SATURDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st November, 1895. 1482

"STRATH" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"STRATHLYON," Captain Phillips, will be despatched for the above Ports on FRIDAY, the 15th November, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 3rd October, 1895. 1496

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAICHOW," Captain Curtis, will be despatched on FRIDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st November, 1895. 1509

THE "JAPAN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"REPTON," Captain G. H. Jack, will load here for the above places, and will have quick despatch.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 21st October, 1895. 1445

Intimations.

THE BEST OF EVERYTHING

IS INvariably THE CHEAPEST!

IN THE MATTER OF

PEACH-BLOSSOM-SOAP.

GLYCERINE AND CUCUMBER.

CHAMPAGNE BITTERS.

BALSAMIC COUGH LINCTUS.

WATKINS & Co. are

THE BEST.

CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central.

51.

SOCIETE FRANCAISE DES EXPLOSIFS, PARIS.

DYNA MITE

No. 1 Blasting Gelatine, No. 1 Dynamite, Galatine Dynamite, Gelignite, Detonators, and all necessary appliances can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to JOHN D. HUTCHISON, Esq., HONG KONG. Agent for M. OPPENHEIMER & CO., PARIS.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Company's Steamship

"TIGRIS," Captain I. Kwoch, will be despatched as above on MONDAY, the 4th November, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st October, 1895. 1473

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KASHING," Captain Hopkins, will be despatched on MONDAY, the 4th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st October, 1895. 1501

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & ROBBATINI UNITED COMPANIES)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers in ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ARIESTIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO," Captain Di Marco, will be despatched as above on TUESDAY, the 5th November, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st October, 1895. 1493

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS," Captain Townell, will be despatched as above on TUESDAY, the 5th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1895. 1466

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TUYUAN," Captain Nelson, Commander, will be despatched on FRIDAY, the 8th November, at 3 P.M.

The attention of Passengers is directed by this Steamer.

The Superior Accommodation is offered by this Steamer.

The First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1895. 1450

FOR DELAGOA BAY AND NATAL.

(Taking Cargo at through rates for EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Steamship

"YANARIVA," Captain Weston, will leave for the above Ports about the 10th November.

For Freight, apply to GILMAN & CO., Agents.

Hongkong, 11th October, 1895. 1402

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE Company's Steamship

"PINGSUEY," Captain Davies, Commander, will be despatched as above on or about the 10th November.

For Freight or Passage, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 21st October, 1895. 1445

THE "JAPAN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"REPTON," Captain G. H. Jack, will load here for the above places, and will have quick despatch.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 21st October, 1895. 1445

Intimations.

THE BEST OF EVERYTHING

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